New Jersey State Highway Department
1953-54 Construction Program

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1953-1954 CONSTRUCTION PROGRAM

Submitted herewith is the highway construction program for the 1953-1954 fiscal year.

The item numbers on the various projects have been kept the same as those used on all preliminary programs submitted.

The items are listed on the basis of priority with the exception of Item #29 Joint Federal Project. This item sets up the funds necessary for the operation of the Bureau of Planning and Traffic as required by Federal Aid Statute.

NOTE: Where Route numbers are used they are the old (1927) numbers throughout this schedule.

This submittal consists of:

1 - Tabulation of Funds Available

2 - Listing of Projects

3 - State Map showing location of Projects

4 - Description of each individual Project with Map showing definite location

1953-1954 Program

Prepared by Bureau of Planning & Traffic

June 30, 1953

TABULATION OF FUNDS AVAILABLE FOR

1953-1954 CONSTRUCTION PROGRAM

State Appropriation		$15,000,000.00
Federal Aid:		
Primary	$3,175,000.00	
Urban	5,874,000.00	
Interstate	326,000.00	9,375,000.00
Balances		894,000.00
		$25,269,000.00

1953-1954 Program

Prepared by Bureau of Planning & Traffic

June 30, 1953

NEW JERSEY STATE HIGHWAY DEPARTMENT

Division of Planning, Research, Soils and Tests

1953 - 1954 CONSTRUCTION PROGRAM

Item	Route	Description	County	Est. Cost
1	21	Clay Street to Riverside Avenue	Essex	$2,000,000
2	44	Pierce's Corner to Bridgeport	Gloucester	5,500,000
3	S-28	Women's College to Route 27	Middlesex	1,600,000
4		Camden Improvements	Camden	4,000,000
7		Palisades Interstate Parkway	Bergen	6,000,000
9	17	N.Y. State line to Ramapo River	Bergen	1,200,000
14	25	Tonnele Circle to Jersey Avenue	Hudson	100,000
19	1	Communipaw Avenue to Broadway	Hudson	350,000
20	S-49	Garden St. Pky. to Redding Bridge	Cape May	675,000
22		Miscellaneous Construction & Drainage	Statewide	1,000,000
23		Island Closings	Statewide	300,000
25	S-4-B	Maple Ave. to Goffle Road	Bergen & Passaic	800,000
29		Joint Federal Project		594,000
30	4	Paramus Road Overpass	Bergen	450,000
31	43	Hammonton to Berlin	Atlantic & Camden	500,000
32	6	Main Street Underpass	Bergen	200,000
			TOTAL	$25,269,000

Submitted by
O. Herbert Fritzsche
O. Herbert Fritzsche
Director and Chief Engineer

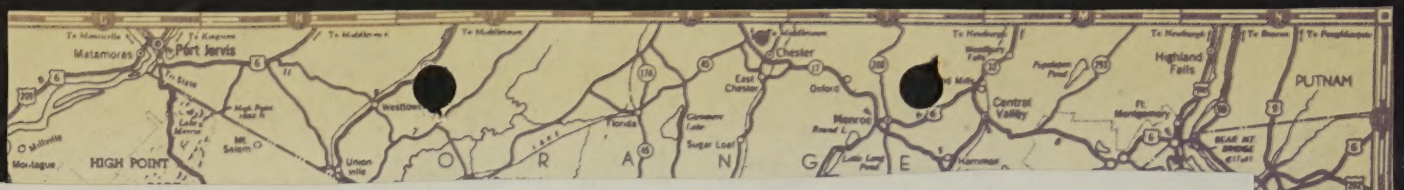
Recommended for Approval
E. W. Kilpatrick
E. W. Kilpatrick
Acting State Highway Commissioner

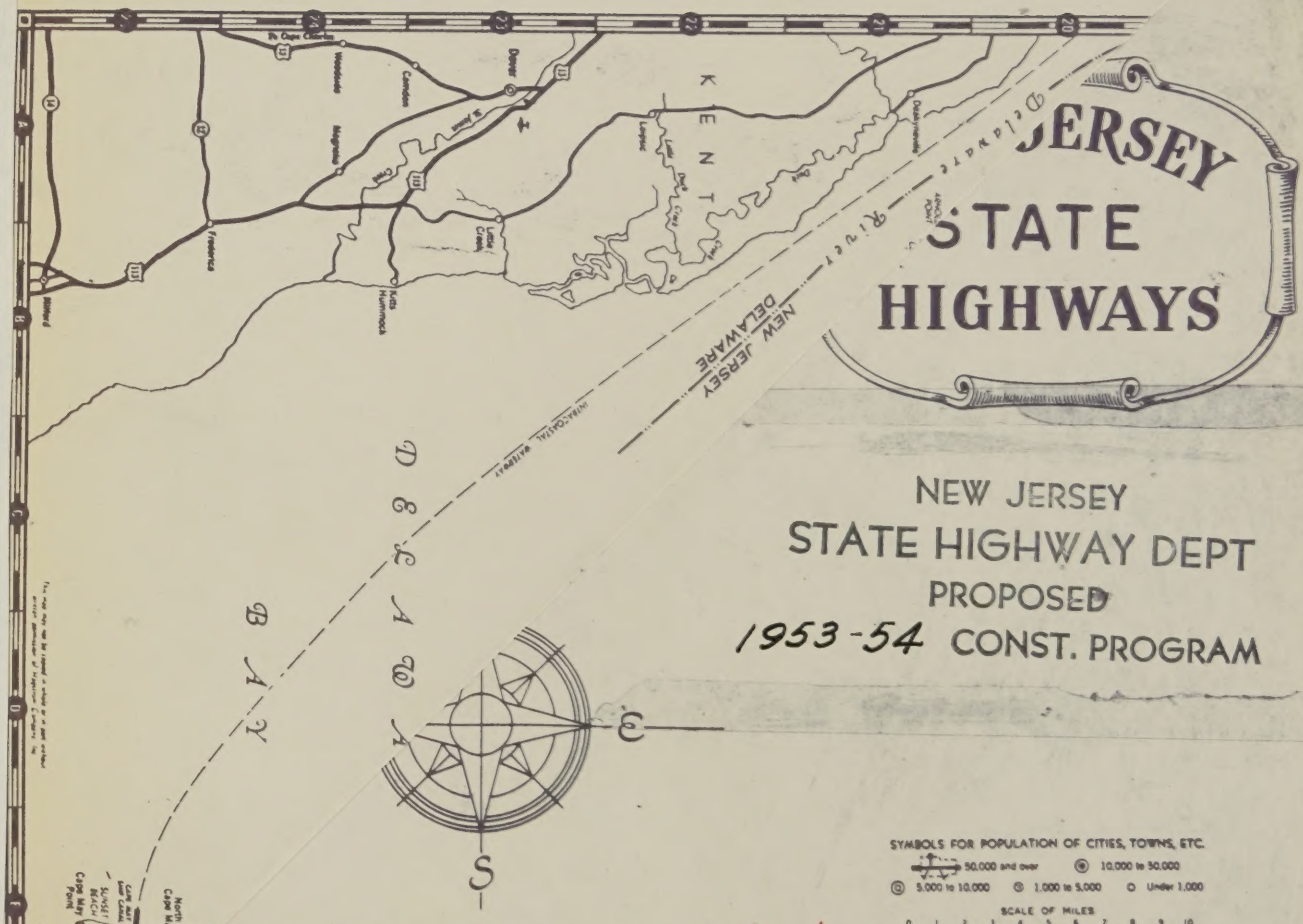
Approved subject to my phone conversation with Mr Kilpatrick re transfers and items 4 & 31
Alfred E. Driscoll
Alfred E. Driscoll
Governor

1953-1954 Program

Prepared by
Bureau of Planning & Traffic

July 29, 1953





NEW JERSEY
STATE HIGHWAY DEPT
PROPOSED
1953-54 CONST. PROGRAM

SYMBOLS FOR POPULATION OF CITIES, TOWNS, ETC.
50,000 and over
10,000 to 50,000
5,000 to 10,000
1,000 to 5,000
Under 1,000

SCALE OF MILES
0 1 2 3 4 5 6 7 8 9 10

Miscellaneous Const. & Drainage
3 Island Closings
29 Joint Federal Project

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LITHO. IN U. S. A.

NEW JERSEY STATE HIGHWAYS

NEW JERSEY
STATE HIGHWAY DEPT
PROPOSED
1953-54 CONST. PROGRAM

1 NEWARK
2 GLOUCESTER
3 NEW BRUNSWICK
4 CAMDEN
7 YONKERS
9 RAMSEY
14 JERSEY CITY
19 ELIZABETH
20 CAPE MAY
25 PATERSON
30 PASSAIC
31 HAMMONTON
32 HACKENSACK

22 Miscellaneous Const. & Drainage
23 Island Closings
29 Joint Federal Project

SYMBOLS FOR POPULATION OF CITIES, TOWNS, ETC.
50,000 and over (S) 10,000 to 50,000
(S) 5,000 to 10,000 1,000 to 5,000 Under 1,000

SCALE OF MILES
0 1 2 3 4 5 6 7 8 9 10

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ROUTE 21 - CLAY STREET TO RIVERSIDE AVENUE - $2,000,000

Route 21, as it now exists, begins at the junction of Routes 25 and 29 and carries through Newark to Clay Street. Then with a break in the continuity of this route from Clay Street in Newark to Riverside Avenue at or near the Belleville City line, Route 21 again exists from Riverside Avenue to Rutgers Street.

The scope of the project between Clay Street and Riverside Avenue calls for the widening and paving of Ogden Street from Clay Street to Oriental Street. From Oriental Street to a point near Herbert Place this route will carry around the east side of the Mt. Pleasant Cemetery as a two-level highway using the upper level or viaduct for southbound traffic and the lower roadway for northbound traffic.

From Herbert Place northerly, the two levels approach two adjacent roadways at the same level to overpass Chester Avenue and the Erie Railroad. After over-passing the Erie Railroad this route meets the grade of the pavement of the operating section of Route 21 from Riverside Avenue to Rutgers Street.

Under the 1952-1953 appropriation funds were made available for the construction of the viaduct structure at the Mount Pleasant Cemetery, the bridges over Chester Avenue and the Erie Railroad and some of the necessary retaining walls.

By appropriating $2,000,000 for the 1953-1954 Construction Program for the Route 21 improvement, the necessary paving and grading can be accomplished to complete this project at the earliest possible date.

Route 21 from its junction with Routes 25 and 29 to Clay Street presently carries over 35,000 vehicles per day. From Riverside Avenue to Rutgers Street, this existing section of the route carries 20,000 vehicles per day.

The potential daily traffic for this route, as indicated by our Newark Origin and Destination Survey, is more than 70,000 vehicles per day.

The connecting of the two existing isolated sections of Route 21 by this improvement will serve to remove from Broadway and Washington Avenue large volumes of traffic and many commercial vehicles, which have proven objectionable on those streets.

High priority is given to the completion of this project because of the high volumes of traffic to be served and because extended construction

ROUTE 21 - CLAY STREET TO RIVERSIDE AVENUE - $2,000,000
(Continued)

activity in urban areas tends to disrupt traffic movements within those areas.

1953-1954 Program

Prepared by Bureau of Planning & Traffic

June 30, 1953

ITEM 1

Essex County

ROUTE 44 - PIERCE'S CORNER TO BRIDGEPORT - $5,500,000

Up to the present time, by successive stages, the relocation of Route 44 has been carried on from Pierce's Corner to Route S-44 Bridgeport, in Gloucester County. This work has been in the form of grading construction in order that the heavy fill through swamp areas, laying undisturbed for a number of years, would reach final settlement.

The engineering and construction of the relocation of Route 44, in the vicinity of the New Jersey Turnpike in Salem County, under the 1951-1952 Program, prevented the normal extension of the construction between Pierce's Corner and Bridgeport.

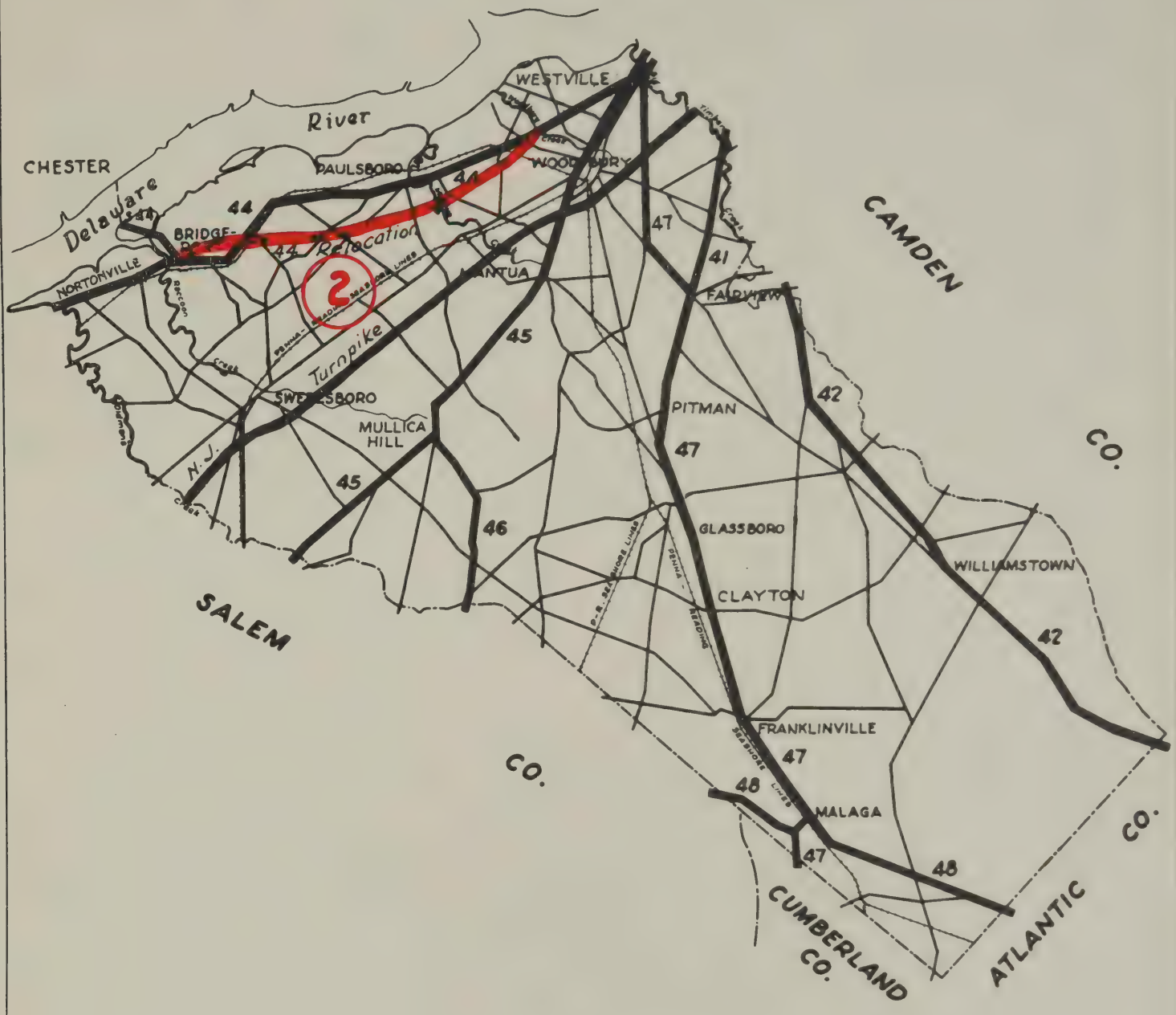
By appropriation in the 1952-1953 Program funds were made available and plans completed for the construction of all bridges necessary to the project from Pierce's Corner to Bridgeport.

The requested appropriation of $5,500,000 will provide for the paving of this entire section and complete the dualization from Pierce's Corner to Raccoon Creek below which point Route 44 has already been dualized to Oldman's Creek.

The completion of this paving project will place into use an investment started several years ago which in its entirety will have cost approximately $15,000,000.

ITEM 5

ITEM 5



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Gloucester County

ROUTE S-28-WOMEN'S COLLEGE TO ROUTE 27 (ALBANY ST.) - $1,600,000

Under previous appropriations and by agreement with the City of New Brunswick, the State of New Jersey has been purchasing properties between Burnet Street and the Raritan River from the New Jersey College for Women, near Clifton Avenue, to the vicinity of Albany Street.

This acquisition provides for the vacation of tenants and owners by October of this year. There will remain, however, one block of un-acquired property in the way of our project at Albany Street.

The 1953-1954 request for this project provides for the construction of the viaduct at the easterly end of the project, approximately 400 feet in length, and the acquisition of property at the westerly or Albany Street terminus of the project.

This approach will permit the advance construction of the structure and the clearing of right-of-way before the actual pavement construction is initiated.

1953-1954 Program

Prepared by Bureau of Planning and Traffic

June 30, 1953

ITEM 3

3

Middlesex County

CAMDEN IMPROVEMENTS, NORTH-SOUTH FREEWAY, CAMDEN - $4,000,000

This project must have high priority because of the proposed second crossing of the Delaware River in the Camden Area, which improvement is scheduled for completion in 1956.

With this time-table and to avoid the need of concentrating unreasonable portions of our annual construction funds by scheduling work too late, it is imperative that plans be started immediately for the necessary approach roads to this crossing.

The proper early planning of these approach roads will avoid unnecessary additional congestion on the already congested Camden street system.

Conferences have been held with the Delaware River Port Authority and its representatives to determine the location of exchange facilities between the Bridge Approach and the North-South Freeway.

To provide proper relief and routes of travel to the new crossing it will be necessary to have completed the North-South Freeway from the bridge southerly to a connector with Routes 42 and 43 with connection to Route 45 and an easterly extension of the Bridge approach for use by the motorists of Camden and its suburban residential communities. These improvements must be completed by the time of the Bridge opening.

As quickly as possible, thereafter, the North-South Freeway should be extended to its southerly terminus at Turnersville, a connection carried to Route 44 below Westville and the Freeway properly extended to a connection with the existing Camden-Philadelphia Bridge.

A very general estimate of the necessary work to be completed by the opening of the Bridge indicates an involved cost of approximately $25,000,000.

The appropriation requested will be used for the purchase of right-of-way and grading along the connector between the North-South Freeway and Route 43 in the vicinity of Tavistock.

The result of the above mentioned conferences and subsequent ones will develop a priority order of projects.

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Camden County

PALISADES INTERSTATE PARKWAY - $6,000,000 .

Under previous programs the State Highway Department has constructed this Parkway from Palisades Avenue northerly. This procedure has been the expressed desire of the Palisades Interstate Parkway Commission. However, at the present time, all traffic which might use this Parkway coming from or going to New York must now pass through the George Washington Bridge Plaza and the congested area known as Routes 1, 4 and 6 approaching the George Washington Bridge. With the normal increase in traffic it would be most desirable to have a facility which will make possible the removal of an appreciable volume of traffic from the area before it reaches the Plaza.

The Port of New York Authority has provided a sum of money sufficient to connect the Palisades Parkway directly with the George Washington Bridge, and has contracts now under way which will make it possible for the Palisades Interstate Parkway traffic to get onto and off of the Bridge without passing through the congested Bridge Plaza Area.

Under the 1952-1953 Construction Program this Department has advertised a contract for the grading and bridge construction of a section of the Parkway from Palisades Avenue south to Bayview Avenue and for a second section covering approximately 1.2 miles from the present construction work to the vicinity of Closter Dock Road. We have also awarded a grading contract from Bayview Avenue to the George Washington Bridge connection being constructed by the Port of New York Authority.

With our appropriation request of $6,000,000 it is proposed to pave the above sections of the Parkway and to let complete contracts for the grading, bridge construction and paving of the remaining unconstructed 3.3 miles of the Parkway beginning southerly of Dr. Burnett's property and running to the New York State line.

ITEM 7

PALISADES INTERSTATE PARKWAY - $6,000,000
(Continued)

The allocation of this sum of money to this project is requested to conform with commitments and to adjust the timing of the completion of the New Jersey Section of the Palisades Interstate Parkway to that of the New York State Section.

The total of $6,000,000 is a reduction from the original $8,000,000 request and is predicated on several factors. In our estimates we have included $1,000,000 for the Burnett property and $1,000,000 for the Riviera property. Present indications are that the major portion of these sums may be saved. Another factor in this reduction is the need to contain our program within our total appropriations. This, to some extent, involves a calculated risk that our request will be lower than our needs.

ITEM 7

ITEM 7

7

Bergen County

ROUTE 17 - NEW YORK STATE LINE TO RAMAPO RIVER - $1,200,000

For several years there has been a very great need for widening Route 17 between the Franklin Turnpike and the New York State line from a three lane to a four lane divided highway with future provision for six lanes with shoulders.

The accident record of this three lane section has been getting worse as the daily volumes of traffic increase. This has especially been evidenced by the many letters of complaint received by the Department. Most impressive of these was a letter from the Mahwah Ambulance Squad which complained of the monotony of having to remove the injured and dead.

This project provides for the dualization of a portion of the above described section and it is planned to start at the New York State line and carry southerly as far as the amount set up will go. This is estimated to be in the vicinity of the Ramapo River. Under the 1954-1955 program the dualization of the entire section of about four miles is planned to be completed.

The completion of the entire section will make Route 17 a four lane divided highway from Route 4 to the New York State line, a distance of 14 miles, and eliminate from the State Highway System a hazardous condition which has been the cause of a great deal of adverse criticism.

The average daily volume of traffic on this section is between 13,000 and 20,000 vehicles. Truck volumes on this important trunk highway are 27% of the total, while the average throughout the State on the State Highway System is 16%.

This request provides for the purchase of additional right-of-way and complete dualization of that portion described in the first paragraph.

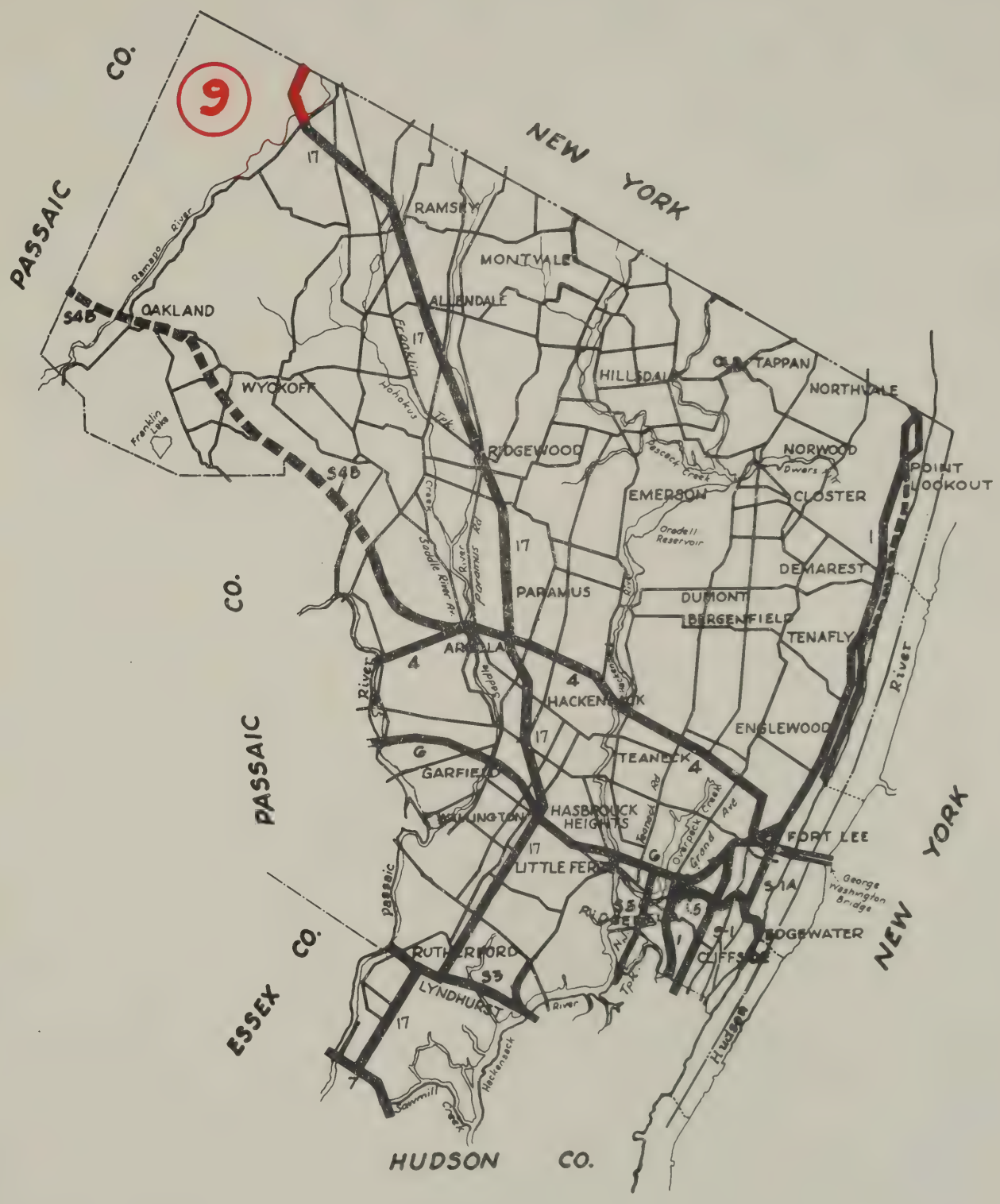
There is now under negotiation the construction of a 90 million dollar Ford plant along this section of Route 17. This industrial development will be completed in three years and emphasizes the need for an improved Route 17.

1953-1954 Program

Prepared by Bureau of Planning & Traffic

July 29, 1953

ITEM 9



Bergen County

ROUTE 25 - TONNELE CIRCLE TO JERSEY AVENUE - $100,000

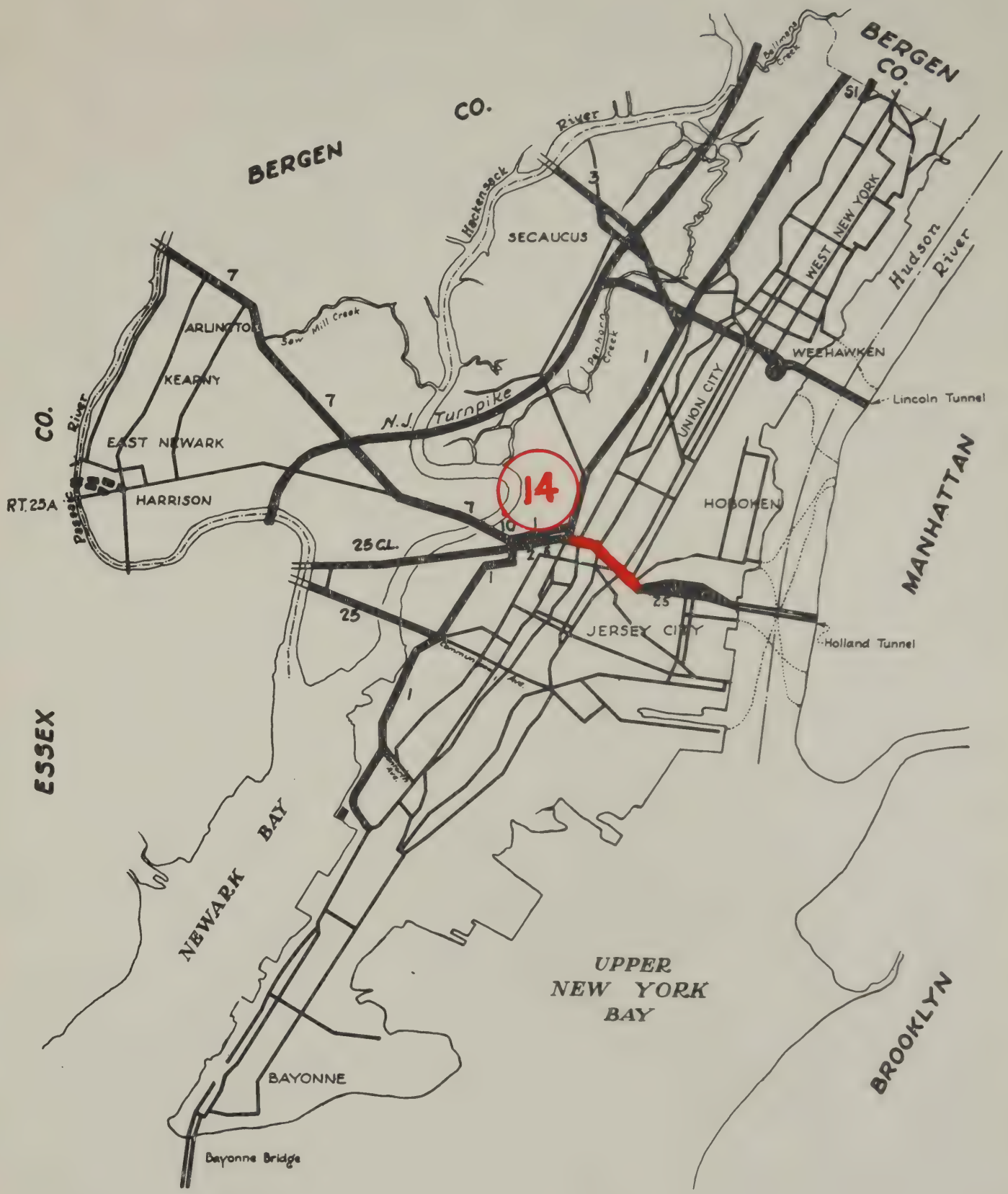
The above project provides for the repairing of the granite block surface where cushion failure has caused a settlement of the granite block. There is also provided funds for the reconstruction of the joints on the 12th Street Viaduct. These joints have become filled with dirt and other extraneous material to the extent that free expansion does not exist. The result of this freezing is to cause failure in the joint because of unforeseen stresses in the structure.

Through this area pass traffic volumes approximating 45,000 vehicles, a large percentage of these being commercial. This regular pounding of the pavement has caused the disintegration of the cushion under the granite block pavement which in turn has caused a shifting of the block surface.

The initiation of this project poses many difficulties in handling the traffic through this area, especially in the covered cut. Studies of various plans for detouring traffic during construction are now in progress.

ITEM 17

ITEM 17



14

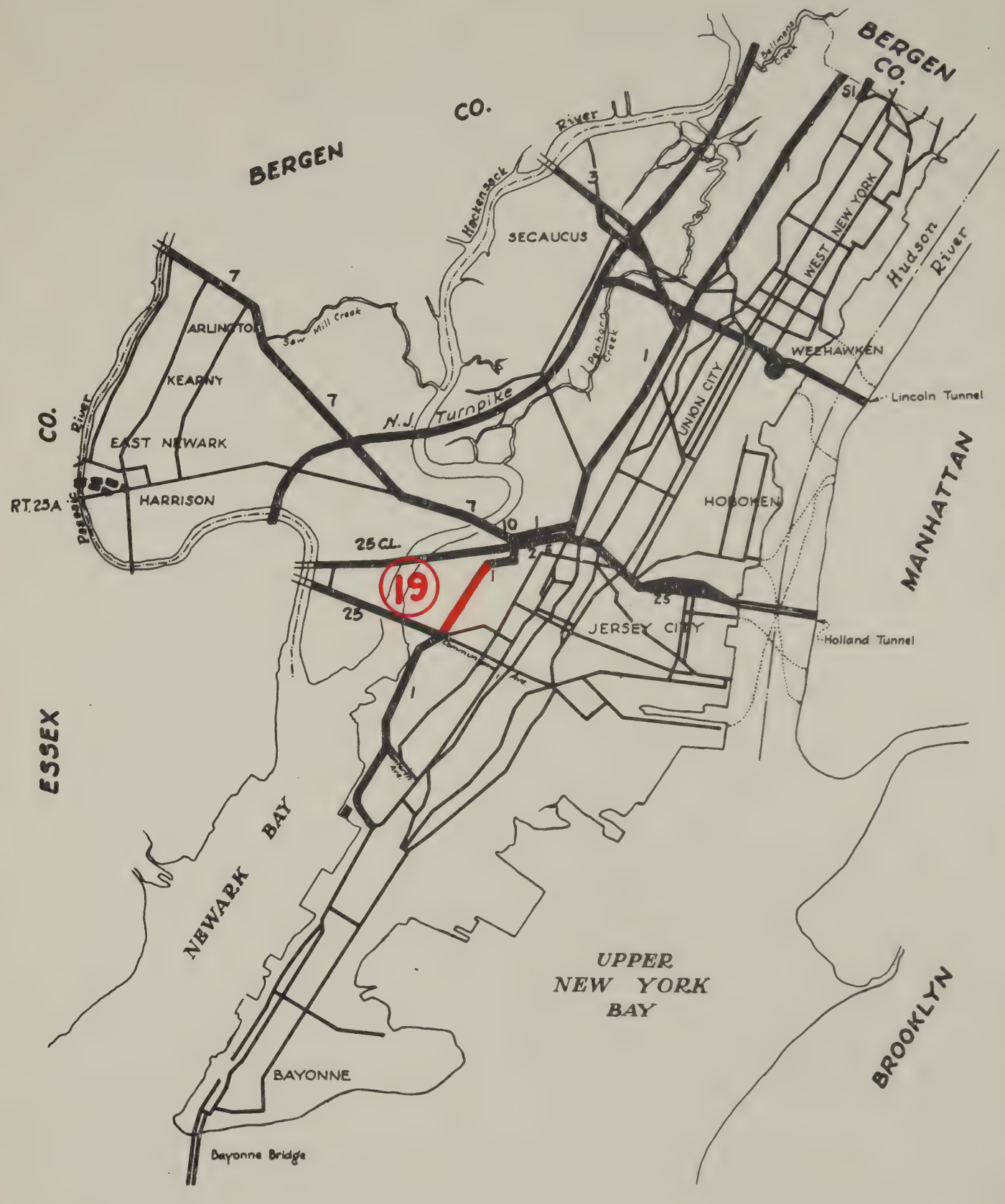
Hudson County

ROUTE 1 - COMMUNIPAW AVENUE TO BROADWAY - $350,000

Existing Route 1, between Communipaw Avenue and Broadway in Jersey City, is heavily traveled by trucks. This section has recently had a rather bad accident experience partially due to its type of cross-section and inadequacy of capacity for the high volumes of traffic using it.

It is proposed under this project to construct a 50-foot roadway through this area in order to provide sufficient capacity for the traffic volumes. The A.A.D.T. for this section, as of July 1952, was 35,500 vehicles.

ITEM 12



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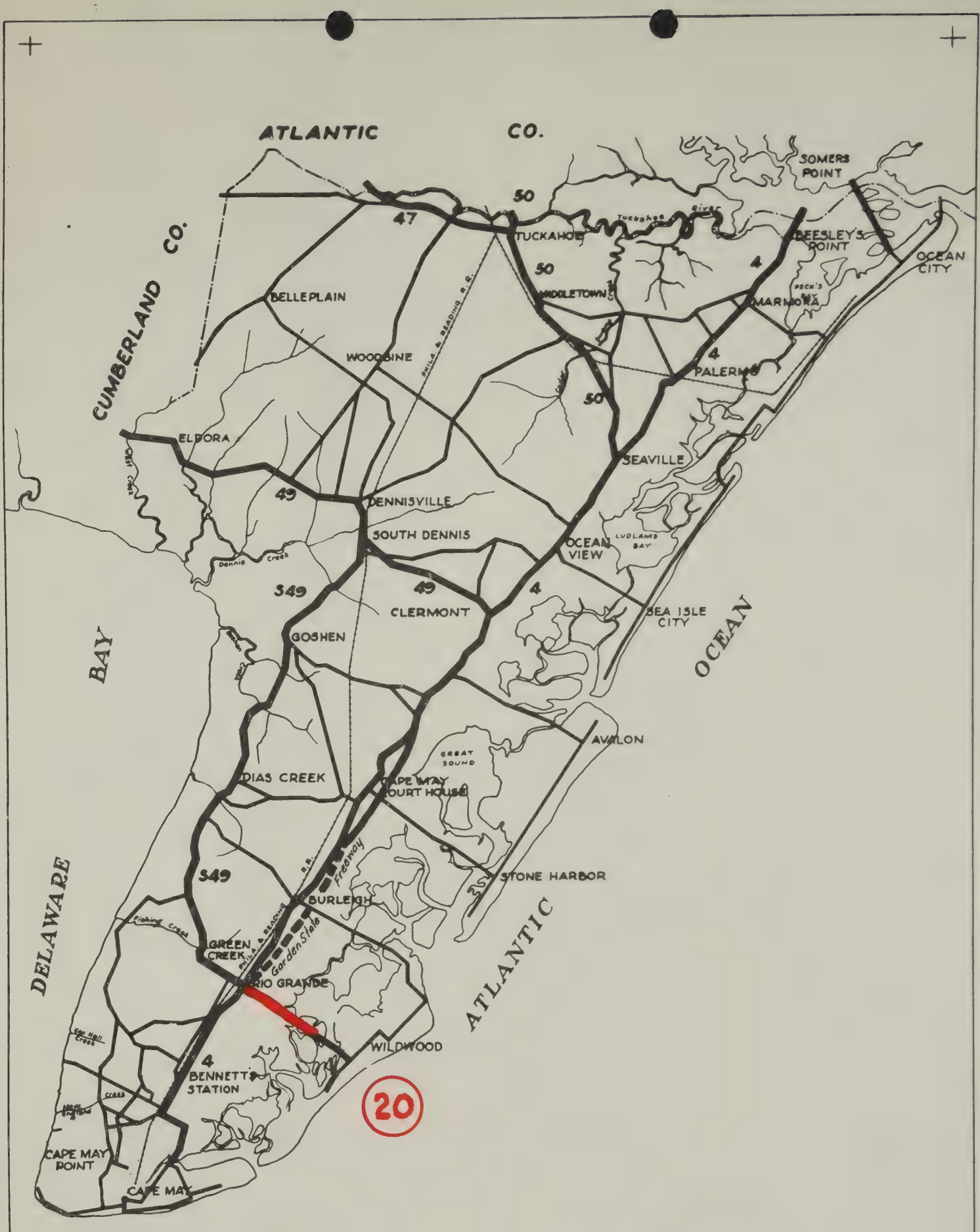
Hudson County

ROUTE S-49 - GARDEN STATE PARKWAY TO REDDING BRIDGE - $675,000

Under previous contract earthwork was placed along this existing road in preparation for widening the roadway. Because this earthwork was placed on unstable material an overburden was placed above the proposed grade of the finished highway. This was done to accelerate the settlement of the earth fill.

Surveys indicate that settlement is decelerating and stabilization will be reached soon. In anticipation of this stabilization, the above appropriations request is made in order that dualization can be completed. With the completion of this project the State will have provided a modern dual highway from the Graden State Parkway at Rio Grande to Wildwood.



Cape May County

MISCELLANEOUS CONSTRUCTION AND DRAINAGE - $1,000,000

Throughout each year, emergency projects in drainage and construction must be accomplished. Intersections must sometimes be revised because of rapid increase in traffic through the intersection and sudden rise in accident experience due to changes in the traffic pattern of an area by the introduction of new industry or the development of areas along our highways. These conditions also sometimes create the need for expansion or other changes to the drainage facilities which exist along our highways.

These deficiencies in drainage only become apparent when flooding or some other local inconvenience occurs. The correction of these conditions must be given immediate consideration.

During the current year surveys and plans were completed for a total of 140 projects with 40 pending all of which fall under the category of small emergency projects covered by this item.

1953-1954 Program

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June 30, 1953

ITEM 22

ISLAND CLOSINGS - $300,000

This item is established for the purpose of providing funds to make those changes on the existing highway system which are necessitated by the installation of traffic signals and other improvements which cannot be anticipated.

Unforeseen developments along a highway may be the cause of an increase in the number of accidents by reason of "U" turns and left turns made through existing island openings as a result of that development.

It is now the practice of the Highway Department in its new work to construct its center islands continuous omitting the openings; however, there exists many miles of State Highways where frequent openings in the center islands exist.

It is part of the Department's plan for improvement to concentrate on the closing of islands in the populous and high-volume areas along our State Highways and where possible to close those island openings which now are receiving little or no use.

1953-1954 Program

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June 30, 1953

ITEM 23

ROUTE S-4-B - MAPLE AVENUE TO GOFFLE ROAD - $800,000

Previously this Department paved a section of this route from Route 4 in Fair Lawn to Maple Avenue, Glen Rock. This item proposes the extension of that improvement from Maple Avenue to Goffle Road in Hawthorne.

The investment of funds in this extension gives added justification to the construction of the original section. By completing a direct connecting highway from Route 4 in Fair Lawn to Goffle Road in Hawthorne a highway facility will be provided which will directly benefit both Paterson and East Paterson by reason of its reducing appreciably the traffic volumes on both Route 4 and Route 3 and other roads through those municipalities. Route 4 and Route 3 through these areas are each presently carrying volumes in excess of 25,000 vehicles.

It will also provide direct access to a portion of Bergen County which is on the verge of the intensive development of home sites.

This project provides for the design of five bridges to be located at Maple Avenue, Lincoln Avenue, Van Winkle Avenue, N. Y. S. & W. Railroad and Erie Railroad, and the construction of as many of these structures as the sum set up will permit.

The construction of these bridges, as a first step in the extension of Route S-4-B, will eliminate the future disturbance to traffic in the area using these important cross roads during the period of the complete construction of this route. Funds will be made available for the completion of this section in future programs.

1953-1954 Program

Prepared by Bureau of Planning & Traffic

July 29, 1953

ITEM 25

25

Bergen County

Passaic County

ROUTE 4 - PARAMUS ROAD OVERPASS - $450,000

Route 4 from Route 17 to Fort Lee is now divided. Westerly of Route 17 to the takeoff of Route S-4-B no dividing island exists.

In this area L. Bamberger & Company and the Allied Stores are constructing a shopping center. The anticipated volumes of traffic to and from this shopping center make imperative the improvement of Route 4 in this area.

The Bamberger combine has agreed to pay for an overpass over Route 4 to eliminate the left turn movements to and from their center.

The State, however, will have to provide the road capacity for the route.

This project is the first step toward a complete modernization of this section of Route 4 which carries, in this area, 33,000 vehicles per average day. It provides funds for the complete separation of traffic at Paramus Road which presently carries 6,000 vehicles per average day and has a heavy left turn movement at this intersection. The intersection is now controlled by traffic signals and the elimination of these signals will allow for a smoother constant flow of traffic through this area.

1953-1954 Program

Prepared by Bureau of Planning & Traffic

July 29, 1953

ITEM 30

30

Bergen County

ROUTE 43 - HAMMONTON TO BERLIN - $500,000

Under previous programs we have dualized or widened this route from Absecon to Route 39 at Hammonton.

It is proposed to continue this widening from Hammonton westerly toward Berlin. The above request will provide a 44 foot paved roadway with four foot shoulders on either side for a distance of approximately six and one-half miles on the same basis as the improvement easterly of Route 39.

1953-1954 Program

Prepared by Bureau of Planning & Traffic

July 29, 1953

ITEM 31

31

Camden County

31

Atlantic County

ROUTE 6 - MAIN STREET UNDERPASS - $200,000

Through the Village of Ridgefield Park there are several traffic signals which impede the flow of traffic. Through this municipality there will eventually be needed three grade separations.

The separation of traffic can be easily accomplished at Main Street. The river structure already contains a span to serve traffic from Main Street which now crosses Route 6 at grade.

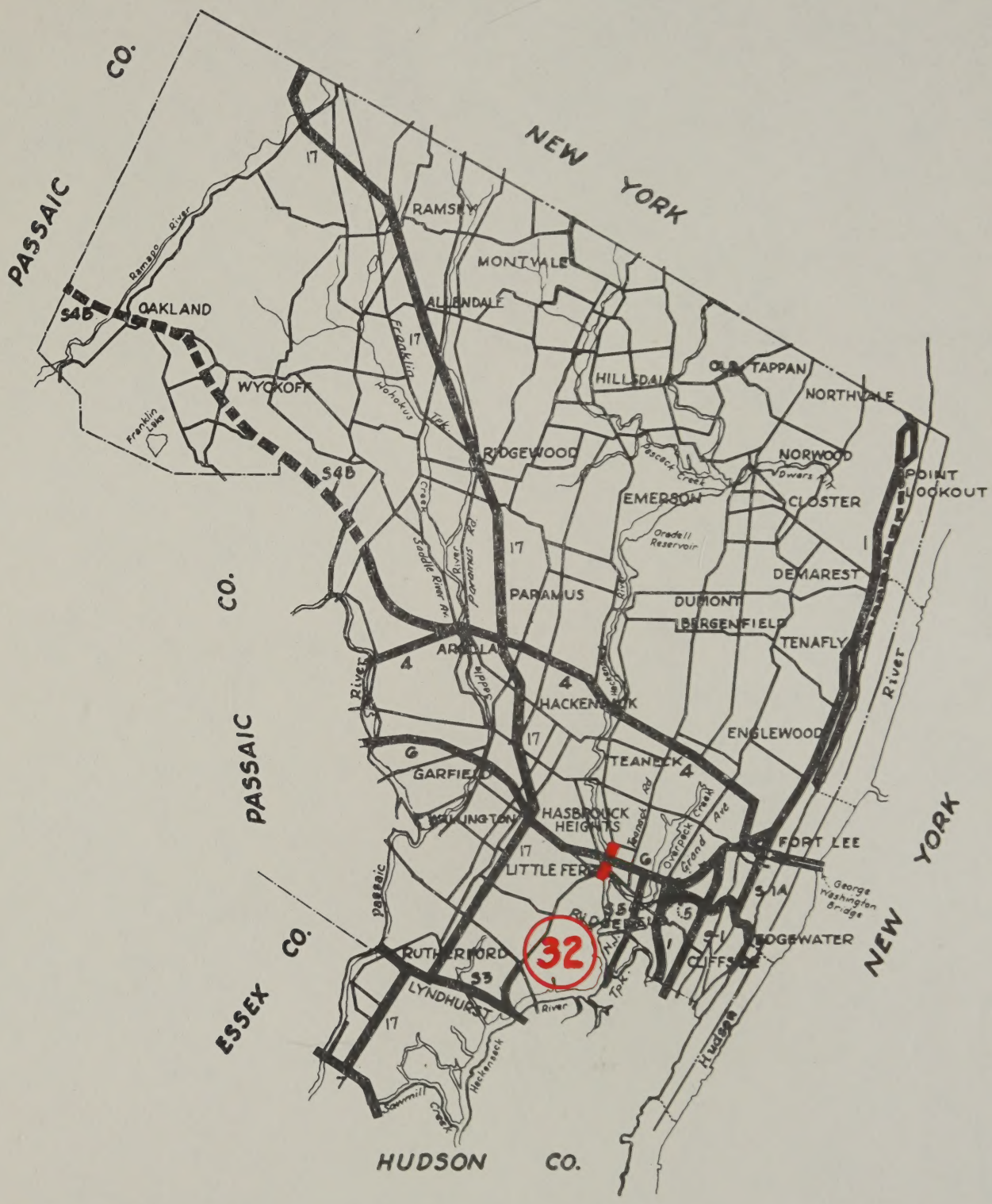
It is, therefore, proposed to initiate the separation of traffic along Route 6 in the Village of Ridgefield Park by constructing the Main Street Underpass under the 1953-1954 Program.

1953-1954 Program

Prepared by Bureau of Planning & Traffic

June 30, 1953

ITEM 32



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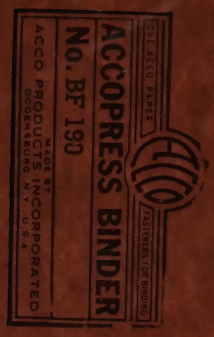
Bergen County



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